

Hotel Stratford there are thirty-three injured in the Bridgeport Hospital to-day, seven in Laureton Hall, which is the isolated one of the wreck one in St. Vincent's Hospital, and a dozen or more who were treated for comparatively slight injuries near the wreckers and then sent on to Bridgeport in automobiles or by ambulance trains.

Milford Gives First Help.

A few feet ahead of the wreckage is the little bridge spanning the Indian River. About a mile to the west of this along the railroad is the little town of Milford. Milford turned out about all of its population that could get to the scene, and these citizens immediately added what help they could to that of the trainmen and passengers still able to lend first aid assistance to the dying and badly injured passengers who were crying out in agony among the tangle of cars, shrouded by escaping steam from the locomotive boiler down in the deep hollow below the wreckage.

The local force heading into the express at 11:21 A. M. or at a time when the express was supposed to have been at least as far on its way as the wreck. The statement that the local was "about twenty-five or thirty minutes late" was made personally to THE SUN reporter by General Superintendent J. A. Droege, who was questioned at the scene of the wreck late this afternoon.

One of the passengers on the local, Jacob Zeisler, a sixty-year-old man, resident of 138 Whalley avenue, New Haven, said this evening that when the local was very slowly getting under way at the New Haven station the express, which his train later ran into, was pulling out, so short a distance ahead that he could hear the noise made by the express.

General Superintendent Droege said in answer to questions at the wreck that he believed the express had been stopped for "about three minutes" when it was run into. Passengers on the express place the time at about a third of the general superintendent's estimate. At any rate, flagman George L. Tourtelotte, who had been sent from the wreck to flag any oncoming train that might be around the curve, had not reached the curve, about 500 feet to the east, when the local came thundering toward him on the outer westbound track, with the freight train approaching not far behind on the track just next to the local.

Died as He Waved Signal.

Tourtelotte is spoken of as a hero here to-night. He went down to his death while frantically trying to wave back the local and the freight approaching him almost side by side. The explanation of his death is that instead of standing in safety outside the fourth track he stood between the fourth and third so that the engines of the freight train, somewhat to the rear, could see his signals as well as the driver and fireman of the local bearing down upon him.

The oncoming local was made up of a powerful three drive locomotive of the Atlantic type, drawing a baggage car, five steel coaches and five flat cars. There was a steel coach at the rear of the five, those ahead of it being of wood.

The stalled express was composed of a locomotive, a steel combined baggage and smoker, two wooden coaches, three steel chair cars and finally a rear coach of steel, which was the one that was sent hurtling to the left across three tracks and down the hill, carrying steel coal cars of the gondola type and a wooden freight car, which was smashed to matchwood by the locomotive and the boiler and the steel cars that rolled down to destruction with it.

The boiler and cab after striking the steel coach at the rear of the express broke from the engine and came down the tracks, landing under the coach. The tender of the local locomotive, pressed between the engine and the freight train ahead and the steel baggage car of the local just behind the tender, was pressed into a shapeless mass.

Five Coaches Kept to Rails.

The local baggage car behind the tender was bulged and ripped at its forward end, but was not derailed. All five coaches of the local were kept to the rails, but stopped with such terrific suddenness that the passengers were thrown forward so violently that many of them suffered broken noses, loss of teeth and lacerations about their faces. Few of them can talk to-night owing to the swiftness of handages.

Engineer Charles Freeman Connors of the local were instantly killed when their cab was torn from the engine trucks and sent spinning to the left.

The deaths in the rammed express train all occurred in the baggage car at the rear and the steel chair car directly ahead of it. Miss Susan Hyland, a clerk in the New York, New Haven and Hartford office, at New Haven; C. E. Allan, of Groton, Conn., and an Armenian pearl dealer named Marderos Des Hovhannesian, whose address has not so far been learned, were killed when the steel chair car of the express was shot through the air.

Doctors Hurry in Autos.

Eleven were despatched in a hurry, most of them racing eastward in their own automobiles, after their wait for an emergency train to be sent out.

Three Bridgeport municipal ambulances, two of which are motor driven, also hurried out to Milford. At the same time a dozen or more physicians and surgeons were leaving New Haven to come westward at top speed. A train made up of a few freight cars was also sent off from New Haven.

Among the first men the physicians came upon trying to drag the wounded from the last coach of the express, its interior now a mass of wreckage after a side leap into the air and subsequent rolling down the left bank, were Morgan O'Brien, Jr., of New York, son of Justice William O'Brien, and Alan Corey, a son of William E. Corey, of the United States Steel Corporation.

Mr. O'Brien had received slight abrasions when he and Corey, while chatting with John R. Kilpatrick of the Yale football committee in the next to the last chair of the express, had been dumped into a heap.

The accident on the New Haven road occurred one mile east of Milford, about nine miles east of Bridgeport.



the express, but uninjured, and the Rev. Andrew J. Komara of this city, who went out to the wreck immediately, also gave spiritual and physical succor to the injured and dying.

"It all came so suddenly," Capt. Charles Griswold of Milford, Conn., State commander of the Grand Army of the Republic, told Ambulance Surgeon B. B. "that about all of our party in the local were shot forward too fast even to save themselves with outstretched hands. Therefore, even though we were knocked against plush upholstered cushions, we all received either broken noses, broken teeth or bit our own lips and tongues badly, not to mention many other bruises and abrasions."

Capt. Griswold, despite his bandaged face, came into Bridgeport for the Sons of Veterans mid-afternoon dinner with as many of his companions as possible. And, except for a delay of an hour or two, the dinner was held.

"The minute the express train stopped I got up nervously because I'm afraid of mid-air collisions on this road," said E. Z. Cofski, a merchant, living at 73 Bradford street, Springfield, Mass., who with his two daughters, milliners, a girl friend of the daughters, and the merchant's son-in-law, were on their way to New York. "I'm afraid something will happen here," I said to my daughters. I turned to look back—wasn't I in one of the forward cars of the express. As soon as I stood up, and I had not turned all the way around, I heard a locomotive whistle to the rear. The next instant the crash came and as I had turned almost all the way around, I was thrown on my back into the aisle. I got a bruised head and a general banging up. But I felt sure the instant we stopped that trouble was coming."

Two Daughters Injured.

Mr. Cofski's daughters, named Mrs. Yvonne Geoffrion and Mrs. Evangeline Donovan, and their friend, Miss Bessie Lindehan, of 175 South street, Chicago, were brought into Bridgeport Hospital, suffering from nervous shock and bruises more severe than the father of the two daughters had received.

Hugh Rockwell of West street, Bristol, Conn., a member of the firm of Rockwell & Drake of Plainfield, Conn., on his way to this city to visit his father, who is ill here, was another who said that the stopping of the express and the collision happened only a few seconds after he had stepped out of the car.

C. E. Allan, the Groton man, who was so badly scalded that he subsequently died, was among those carried into Laureton Hall and cared for temporarily by the nurse. Half a dozen other passengers were taken to the city hospital, but all later were removed to New Haven or Bridgeport.

By dusk all of the cars of the wrecked passenger train, and many of the smashed up freight cars that had struck to the tracks were being hauled clear.

The wrecking crews early removed a long casey passenger car which was less than half a dozen cars back from the freight train locomotive, and was a menace in case of fire and consequent explosion.

At least 125 claims against the railroad, aggregating half a million dollars, had been entered up to 11 o'clock to-night as a result of today's collision.

The amount so far entered was learned from an authoritative source. The claims are expected to number 200.

Among the men well known in New England who were aboard the wrecked express were J. B. Hustis, president of the Boston and Maine and formerly president of the New Haven lines; Edward Desoe, general manager of the Westinghouse Air Brake Company; Henry L. Harrison, general manager of the Hygienic Ice Company of New Haven; and Charles Wexler of Stamford, a well known lawyer. None of these was injured.

LONG "SAFETY FIRST" EFFORT.

President Elliott's Campaign to Guard Line Began in 1913.

Since Howard Elliott became president of the New Haven on September 1, 1913, "safety first" campaign has been carried on without intermission among the 35,000 employees of the road. Every division and every section has its safety committee and at stated intervals there have been "safety rallies" in the cities through which the road passes.

Not long ago, while speaking to several hundred employees at one of these meetings held at the Bronx Opera House, President Elliott said:

"We must learn to breathe safety, talk safety, dream safety, if we are to attain the safety habit, which in time will prevent even an unconscious act of injury to one member of this family."

"As we all know, most deaths and injuries are due to carelessness, lack of obedience and to a lack of conscious or unconscious effort for safety. The safety habit must be part of us if we are to prevent accident and death, which bring misery and sorrow to individuals and families."

NOT T. R., SAYS WADSWORTH.

N. Y. Republicans Against Colonel.

CHICAGO, Feb. 22.—United States Senator James W. Wadsworth, Jr., said today that he thinks the Republicans of New York State are against Col. Roosevelt for the Republican nomination for President.

The Senator, who is here for the Washington's Birthday celebration of the Union League Club, said that the New York delegation to the Republican convention will insist upon the nomination of a regular Republican.

"Will the New York delegation present a candidate?" he was asked.

"The delegation will come to Chicago absolutely uninstructed and unbound," he replied. The members will be guided by political developments. Mr. Roosevelt's withdrawal would of course eliminate him. Our ultimate attitude toward Justice Hughes will be dependent upon the time the place and the method of his statement of his position."

"What about Col. Roosevelt?"

"New York Republicans are not for his nomination."

BITTER IN CRITICISM OF NEW HAVEN ROAD

Uninjured Passengers Can't Understand How Accident Happened in Daylight.

ANXIETY AT THE STATION

The uninjured passengers on express train No. 79 were bitter in their criticism of the New Haven railroad. They could not understand how such an accident could occur in broad daylight and were only too anxious for a chance to say so.

They arrived at the Grand Central Terminal between 3.30 o'clock yesterday afternoon and 9 o'clock in the evening and those who did not complain because of the wreck itself complained of the way in which they were cared for afterward.

It was the general opinion that the rescue work had not been efficiently managed and that the train crews had not gone about their work effectively. Most of the passengers were disgruntled because they had to pay their trolley fare between Milford and Bridgeport and because there had been no one to direct them to New York after they reached the Milford station.

C. B. Whitteley, vice-president of the Hartford Rubber Company, was in the next to the last car in train No. 79.

"When the jolt came," he said, "we were thrown about like so many ninespins and the chairs were pulled from their fastenings. I hurried out and saw great quantities of smoke and ashes rising from the wrecked engine and was just in time to see a couple of men dragging the engine out dead."

"They carried many of the injured to the Milford station, where I saw them covered with blood and ashes and groaning terribly. It was a terrible experience and it has had a terrible effect on me."

Mr. Whitteley is a robust man of medium height, but his face four hours after the accident was very pale and his manner extremely agitated. But that was the case with all the passengers who arrived at the Grand Central Terminal. It was also the case with a good many friends and relatives who had gone to the station to meet passengers from the wreck.

During the period of waiting for trains many women were seen weeping. They had not been able to learn the extent of the injuries to the persons they had come to meet. One woman fainted when she saw her sister walking into the concourse.

Miss Catherine Flanagan and Mrs. Maud Bourgeois, sisters of Hartford, Conn., were on the express train, but escaped injury. They said they had numerous black and blue marks, however, and Mrs. Bourgeois remarked: "I suppose the dead engineer will be blamed as usual." They both agreed that there was never little panic.

E. McLenon of Bellows Falls, Vt., who was on the express train, said they were travelling along at a good rate of speed when he saw something shoot out from the side of the engine. He was sitting in the front car.

"The train stopped," he said, "and I got out with several others to see what was the matter. The engine came down from his cab and crawled under the engine. Just then a freight train appeared on the track next to us and the conductor called out 'All aboard' and the engine started again."

"The injured persons were carried to the Milford station as quickly as possible, and after that arrival there it was discovered that all of the doctors had been hurried to the scene of the wreck. That caused a delay of perhaps thirty minutes to persons who were seriously injured and needed medical attention."

Mr. McLenon was one of many who spoke of the fact that the cars were made of steel, and to that fact he attributed the comparatively small loss of life. As a matter of fact the three Pullman cars were of steel underframe and wooden uppers. The rear coach was of steel.

OSBORNE INDICTMENT STANDS.

Justice Morschauer Denies Motion to Dismiss Bill for Perjury.

PORTLAND, N. Y., Feb. 22.—Superior Justice Morschauer handed down his decision to-night on the motions of Thomas Mott Osborne's counsel to dismiss the indictments for perjury and neglect of duty against the Westchester county grand jury. Two of the six counts in the neglect indictment were cast out on the ground of insufficient evidence.

Justice Morschauer denied the motion to dismiss the perjury indictment, which charged the former Sing Sing warden with having testified falsely before Dr. Edmund F. Hoegling of the Commission of Prisons. He overruled the demurrer to the neglect indictment.

JOHNS HOPKINS TAKES UP DYES

Consolidated Gas Co. of New York to Aid Laboratory.

BALTIMORE, Feb. 22.—President Goodnow at the commencement day exercises of Johns Hopkins University announced that the Consolidated Gas Company of New York, the American Gas Company of Philadelphia and the Consolidated Gas Company of Baltimore had agreed to themselves in the establishment of a laboratory at the university for research work as to the possibilities of coal tar products.

The purpose is to develop the aniline dye industry and other important branches in the coal tar field.

GLASS ENCLOSED TEA ROOMS

Kalaluhi's Hawaiian Orchestra

Will Play for DANCING in the GLASS ROOM

From 9.30 P. M. to 12 o'clock

EXHIBITION SKATING BY ALFRED & SIGRID NAESS OF THE HIPPODROME

Competent Instructors

FIRST FATAL CRASH UNDER NEW REGIME

Milford Wreck Is New Haven's Sixteenth Since Fairfield Disaster in 1911.

HOW THEY HAPPENED

The wreck near Milford, Conn., yesterday, the first fatal accident of any proportions that has occurred on the New York, New Haven and Hartford Railroad since Howard Elliott actually took up the reins of the presidency of the road after Charles S. Meilen's resignation became effective. The New Haven's last big wreck—the ramming of the Bar Harbor Express by the White Mountain Express between North Haven and Wallingford, Conn., on September 2, 1912, when twenty-one were killed and more than forty were injured—took place an hour or so before Mr. Elliott assumed his new duties.

Including the Wallingford wreck there had occurred fourteen serious smashups, derailments and other accidents on the New Haven in a little more than two years, in which seventy persons were killed and 391 were injured.

Less than two months after Mr. Elliott took charge the Gilt Edge Express, bound for Boston, was thrown from the track by a broken rail one mile west of Westerly, R. I., and fifteen persons were hurt. The most severe injury, however, was the fracture of a leg. The fact that all the cars were of steel, it was believed, saved many from being killed. Four of six cars rolled over on their sides after leaving the rails.

Federal Express in Crash.

On July 12, 1911, the Federal Express jumped a crossover at Bridgeport, Conn., going at high speed, and twelve were killed and 100 injured. Five cars derailed and a twenty foot embankment on the street, Mrs. Helena D. Wolcott, wife of the secretary of the Smithsonian Institution, lost her life in this wreck.

On August 28, 1911, the rails spread under a passenger train at Middletown, Conn., and sixty were injured.

Runaway freight cars struck a passenger train at Berlin Junction, Conn., on October 15, 1911, and two were killed and five injured.

A passenger train collision, attributed to defective signals, caused the deaths of three and injured several persons at Junction, Conn., on July 15, 1912.

On August 8, 1912, a passenger train jumped the track at Dorchester, Mass., killing five and injuring six persons.

A passenger train was derailed on a defective track at South Boston, Mass., on August 9, 1912, and seven were killed and forty hurt.

The Springfield Express jumped a crossover at Westport, Conn., at high speed on October 3, 1912, and nine were killed and fifty injured. The passenger cars caught fire and several persons were burned to death. Among the dead were Mrs. Flora Davis, daughter of the late Anthony N. Brady; Mrs. James Cox Brady; and Miss Mary Hamilton, daughter of the late Judge Andrew Hamilton; Mrs. C. S. Ransom, another daughter of Judge Hamilton; and Miss Mary Hamilton, her sister.

The Merchants Limited was wrecked by a split rail at Greens Farms, Conn., on November 16, 1912. Thirty-three persons were hurt, steel cars presenting a repetition of the Westport disaster.

A rear end freight collision at Putnam, Conn., on November 17, 1912, resulted in the death of one and injuries to two.

A passenger train rear end collision in a fog at Waterbury, Conn., on Washington's Birthday, 1913, caused injuries to two.

On June 12, 1913, the first section of the Boston Express was rammed by the second section at Stamford, Conn., as it tore around a curve, six were killed and twenty-two were injured.

Then came the New Haven's greatest wreck of all, which Mr. Elliott found on his hands the first day of his presidency, September 2, 1912. It was the rear end collision between North Haven and Wallingford and twenty-one were killed and forty were hurt. The White Mountain Express, filled with returning vacationists, ripped the way through the two last cars of the Bar Harbor Express. The collision happened an instant after the Bar Harbor Express had stopped at a signal set against it. The engineer of the second train said that a fog prevented him from seeing the signal.

Most of the passengers who were among the fifteen hurt in the Westport wreck on October 22, 1912, when the Gilt Edge Express from New York ran into a broken rail, lived in New England. Bishop Terry of Providence, who was on the train, helped rescue several.

G. O. P. FAVORS MITCHEL BILLS.

Would Give City Slice of Stock Transfer and Surplus.

ALBANY, Feb. 22.—The bills framed by the Brown investigating committee were endorsed to-night by a caucus of the Republican members of the Legislature from New York city. It was said that Mayor Mitchell was in accord with all of the recommendations.

The caucus discussed the three measures which Mayor Mitchell put on the state floor for discussion at the conference of legislators and New York city officials, to be held next Friday. It is proposed that the State bear the regulatory expenses of the First District Public Service Commission, that the city receive that part of the stock transfer tax collected in the city and half of the liquor surtax imposed by the Legislature in 1915. The caucus voted against the Mayor on the stock transfer tax proposition.

BERNSTORFF ASKS FOR APPAM'S RELEASE

His Action May Force the State Department to Hasten Decision.

WASHINGTON, Feb. 22.—Announcement by the State Department of its decision respecting the disposition of the prize ship Appam, now at Newport News, is expected to be heard as the result of action taken by the German Embassy to-day.

Taking the position that German prizes seeking refuge in American ports are exempt from legal process of any kind under the Prussian treaties of 1799 and 1828, Count von Bernstorff is understood to have sent to the Department a

formal request that the Appam be released from the jurisdiction of the United States District court at Norfolk. Label proceedings to recover the ship have been instituted in the court by the British owners of the vessel.

The State Department has been avoiding the announcement of its decision whether the Appam under the Prussian treaties can enjoy asylum in the American port or whether under the Hague convention invoked by Great Britain she must be turned back to her original owners.

Although at any time the State Department, through the Department of Justice, could request the court not to assume jurisdiction, it was not disposed to do this or to make known its own view of the applicability of the Prussian treaties, unless requested to by Germany. The Department, it is understood, was willing to let the question go to the Supreme Court for a ruling.

Meantime the German Embassy has engaged John Clifton, a lawyer of this city, to represent it in the proceedings at Norfolk. Mr. Clifton in 1912 acted as one of the campaign managers for Speaker Clark of the House.

Francis Still Undecided.

Confers With President About Ambassadorship at Petrograd.

WASHINGTON, Feb. 22.—President Wilson conferred to-day with ex-Gov. David R. Francis of Missouri, whom he has tendered the post of Ambassador to Russia.

Mr. Francis said after the interview that he was considering the offer, but even his most intimate friends in Washington were uncertain to-night what his decision will be. The impression here is that Mr. Francis came to Washington with the intention of refusing the Ambassadorship, but that the President persuaded him to reconsider his decision.

The fact that Mr. Francis went to the State Department for a conference with Secretary Lansing after leaving the White House is viewed as indicating that he is preparing to acquit himself with the prospective duties of the Embassy at Petrograd, one of the important tasks which the President is said to have in mind to entrust to the next Ambassador is the negotiation of a new commercial treaty with Russia.

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